

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10627						
Classification	Accident		Date	30 December 2025		Time	0630Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Glen Avon Private Airstrip near Tarkastad, Eastern Cape Province		Place of Intended Landing	Chief Dawid Stuurman International Airport (FAPE), Eastern Cape Province			
Place of Occurrence	Approximately 100 metres after the threshold of Runway 25 at Glen Avon Private Airstrip, Eastern Cape Province						
GPS Co-ordinates	Latitude	31° 40' 24.3"S	Longitude	26° 12' 44.8"E	Elevation	4 558ft	
Aircraft Information							
Registration	ZU-JHM						
Make; Model; S/N	Samba XXL (Serial Number: SA XL 45)						
Damage to Aircraft	Substantial			Total Aircraft Hours	3 140.1		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	45
Licence Valid	Yes	Total Hours	1 120.5	Total Hours on Type	81.6		
Total Hours 30 Days	11		Total Flying on Type Past 90 Days	24.8			
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0

What Happened

On Tuesday morning, 30 December 2025, a pilot and a passenger on-board a Samba XXL aircraft with registration ZU-JHM intended to take-off on a private flight from Glen Avon Private Airstrip near Tarkastad to Chief Dawid Stuurman International Airport (FAPE), both in the Eastern Cape province. The flight was conducted under visual meteorological conditions (VMC) and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended.

According to the pilot, a pre-flight inspection was conducted and no anomalies were noted. Clear weather conditions prevailed with wind speed of 2 knots (kts) and clear visibility. The pilot started the aircraft and conducted an engine run-up; the oil and fuel pressure read normal, and the propeller speed was set to 5 600 revolutions per minute (rpm). The pilot taxied the aircraft to Runway 25 in preparation for take-off. He then advanced the throttle to full power and commenced with the take-off roll; however, he noticed that the engine was running rough, producing 4 200 rpm at full throttle instead of the maximum 5 800 rpm. The pilot checked if the throttle was full forward and noticed that it was indeed. He then decided to reject the take-off by applying full brakes (the aircraft was approximately 500 metres down the runway at that stage); however, the aircraft could not stop. It overran the runway and careered onto the grass-covered area, breaching a perimeter fence during

which the propeller struck the ground. The aircraft came to a stop approximately 100 metres beyond the runway threshold. The pilot and the passenger were not injured. The aircraft was substantially damaged.



Figure 1: An aerial view of Glen Avon Private Airstrip. The red arrow shows the take-off roll direction.
(Source: Google Maps)



Figure 2: The aircraft after the accident. (Source: Pilot)

The aircraft was recovered to the aircraft maintenance organisation (AMO) facility after the accident. It was examined by the investigating team on 5 May 2026 due to the administrative processes on the operator side. The throttle push-pull cable sheath was found dislodged from the ferrule on the carburettor bracket. The examination also revealed that when the throttle was advanced to full (open) position, the sheath jammed on the outer surface of the ferrule, restricting operation of the throttle

control system. Operating the engine in this condition would prevent it from achieving the maximum take-off power, which was 5 800 rpm for this aircraft.

When the sheath was reseated in the ferrule, the left carburettor achieved maximum throttle and the engine ran smoothly. However, it still ran rough when it was advanced to maximum power. Further examination revealed that the air filter on the left carburettor was contaminated with oil and dust, which restricted air flow. Upon the removal of the air filter, the engine accelerated smoothly and achieved full power. It was also noted that the interior and exterior of the left carburettor was dirty and coked with carbon build-up.

The examination also confirmed the following:

- The spark plugs were not fouled.
- The cylinder blow-by checks were within limits as per the maintenance manual.

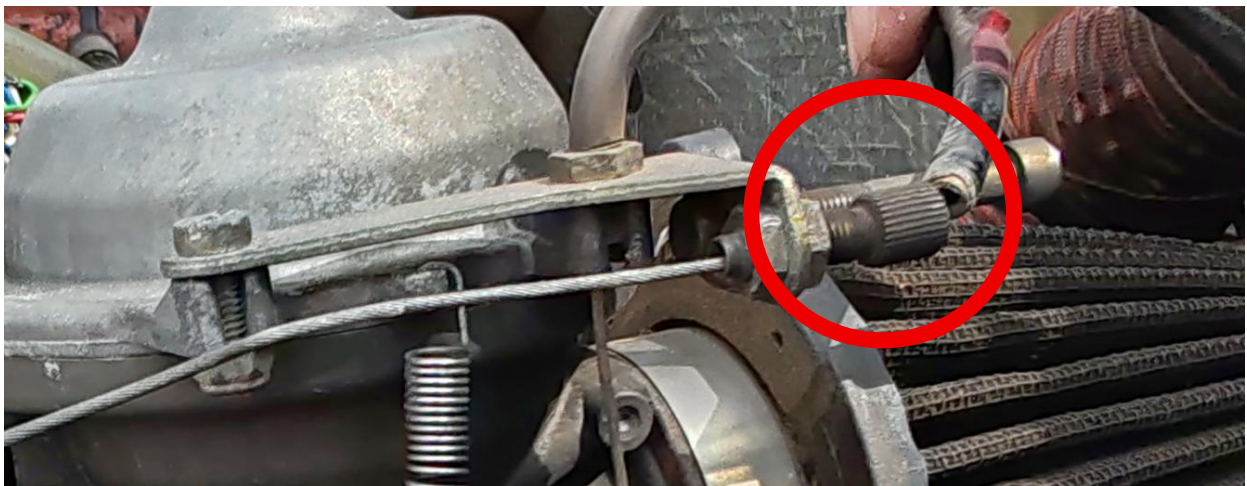


Figure 3: The left carburettor throttle cable sheath had dislodged from the ferrule on the carburettor bracket.

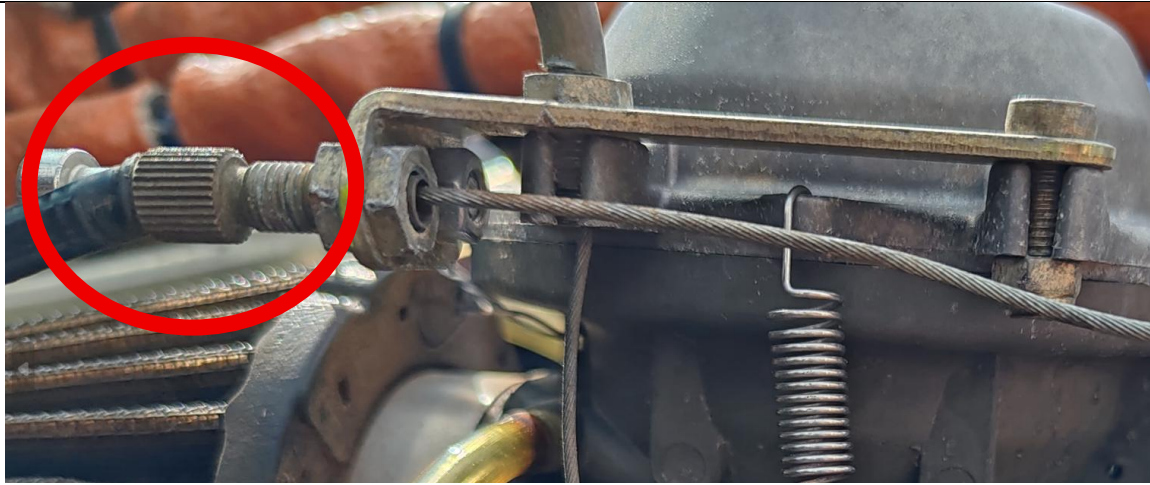


Figure 4: The right carburettor with the throttle cable sheath correctly seated in the ferrule.



Figure 5: The left and right carburettors; the left carburettor shows carbon build-up.

Findings

1. Personnel Information

- 1.1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 4 March 2019. The licence was reissued on 20 May 2025 with an expiry date of 31 May 2026. The aircraft type was endorsed in his licence.
- 1.2. The pilot had a Class 1 aviation medical certificate that was issued on 14 May 2025 with an expiry date of 30 May 2026. The pilot had the following restriction listed on his medical certificate: Valid only with correction for defective distant vision (VDL).

2. Aircraft

2.1 The aircraft Authority-to-Fly (ATF) Certificate was initially issued on 20 February 2020. The latest ATF was reissued on 7 March 2025 with an expiry date of 28 February 2026.

2.2 The aircraft's Certificate of Registration (C of R) was issued to the present owner on 15 October 2024.

2.3 Maintenance of the aircraft was conducted by an approved person (AP). The last annual inspection of the aircraft was certified on 13 October 2025 at 3 112.3 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 12 October 2026 or at 3 212.4 airframe hours, whichever comes first. The aircraft had a total of 3 140.1 airframe hours at the time of the accident. It had accrued 27.8 hours since the last annual inspection.

2.4 The approved person (AP) had a valid Approved Person Certificate that was reissued by the Regulator on 28 March 2025 with an expiry date of 27 March 2027. The AP was qualified to perform maintenance on the aircraft type.

2.5 The left carburettor throttle cable sheath had dislodged from the carburettor bracket ferrule, restricting throttle travel which prevented the engine from achieving full power.

2.6 The left carburettor air filter was contaminated with oil and dust, restricting air flow to the engine.

2.7 Throttle restriction and reduced air flow degraded engine performance, thus, contributing to the accident.

3. Environment

3.1. Good weather conditions prevailed at the time of the flight; the weather did not contribute to this accident.

4. Mission

4.1. The flight was privately conducted under visual meteorological conditions (VMC) by day under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011.

Probable Cause(s)
Partial engine power prompted the pilot to reject take-off due to restricted throttle travel and air flow to the engine.
Contributing Factor(s)
The contaminated air filter on the left carburettor restricted air flow and reduced the maximum power that the engine could produce.
Safety Action(s)
None.
Safety Message and/or Safety Recommendation/s
None.
About this Report
<i>The decision to conduct a limited investigation is based on factors including whether the cause is known and if the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desk top enquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar occurrence.</i> <i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i>
Purpose
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not to apportion blame or liability.</i>
Disclaimer
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**